BookletChart™

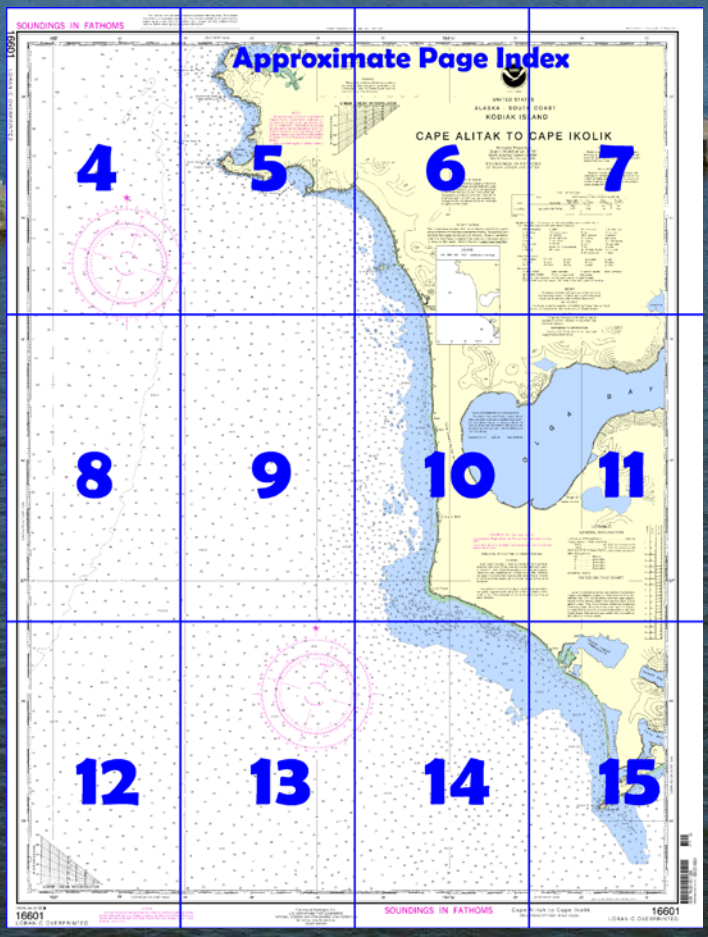
Cape Alitak to Cape Ikolik

NOAA Chart 16601

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

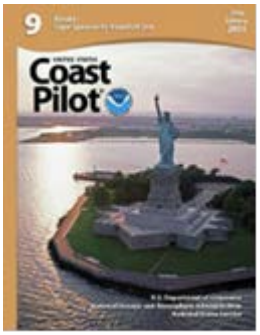
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16601.



(Selected Excerpts from Coast Pilot)
Cape Ikolik, 4 miles S of Middle Cape, is a rugged headland 1,008 feet high, with its summit forming a ridge lying in a NE and SW direction.
Outer Seal Rock, 1.8 miles W from Cape Ikolik, resembles a sail and is 89 feet high. The rock has deep water close-to except about 200 yards to the SW where there are submerged rocks. Outer Seal Rock is a sea lion rookery.
Inner Seal Rock, 0.3 mile W from Cape Ikolik, is a steep-sided bare rock 125 feet high, surmounted by a rocky nub which gives it the appearance of a lighthouse. From some directions it appears as a huge bell.

Bumble Bay is 2.5 miles E of Cape Ikolik. The W point of the bay is marked by three pinnacle rocks, while the E point is marked by a single pinnacle rock 127 feet high. Small craft will find shelter from E winds in the E part of the bay, while large vessels will find anchorage in the center of the bay in 12 fathoms, sand bottom.
Ayakulik Island, 5 miles SE of Bumble Bay, is small and 220 feet high. A reef extends E from the E point of the island to a sandspit on the mainland of Kodiak Island. About 300 yards W and N of the island are bare rocks and rocks awash.
Small launches will find shelter in SE or E weather in 5 fathoms, 300 yards NE of the island. Larger vessels will find shelter from E weather in 7 fathoms, 0.5 mile N of the island.
Ayakulik River, known locally as **Red River**, discharges at a point 1.8 miles SE of Ayakulik Island. With local knowledge, the river can be entered at high tide in smooth weather by small launches. The Fish and Wildlife Service maintains a station here during the salmon season.
From a point 3 miles N of Ayakulik Island to Low Cape, the shoreline runs in a nearly N-S direction and is marked by earth bluffs varying from a few feet to 267 feet high.
Ikpik Hill, a prominent high dark-colored earth bluff is 3.2 miles N of Low Cape, and in approaching from Cape Ikolik, this bluff may be mistaken by a stranger for Low Cape.
Low Cape, 11.5 miles NW from Cape Alitak, is the W extremity of the lowland in this vicinity. The extremity of the cape is marked by a peak-shaped light-colored earth bluff about 90 feet high. A spit, bare at low water, extends nearly 0.3 mile off the cape. The water deepens gradually, the 10-fathom curve lying 2.3 miles off the cape.
From a position 2 miles W of Low Cape, heavy kelp extends ESE. Soundings in this kelp showed depths of from 3 to 7 fathoms, but much shoaler water probably exists. Low Cape should be given a berth of about 3 miles.
Sukhoi Bay has its entrance about 6 miles S of Low Cape. The entrance is narrow and is between two sandbars. It has a depth of about 6 feet, but should not be attempted except with local knowledge.
The coast from Low Cape to Cape Alitak apparently has no off-lying dangers.
Cape Alitak has been described earlier in this chapter.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Mercator Projection
Scale 1:80,905 at Lat. 57°05'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum.of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.825" southward and 8.261" westward to agree with this chart.

HEIGHTS
Elevations of rocks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

Rolling tundra, 100 to 300 ft high, with numerous small lakes

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom subsidence of - 0.6 feet at Lazy Bay. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at this site is not known.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.

The entire ara of this chart falls seaward of the COLREGS Demarcation Line.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

7960-X 7960-Y
9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria esiablished by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

ABBREVIATIONS
(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

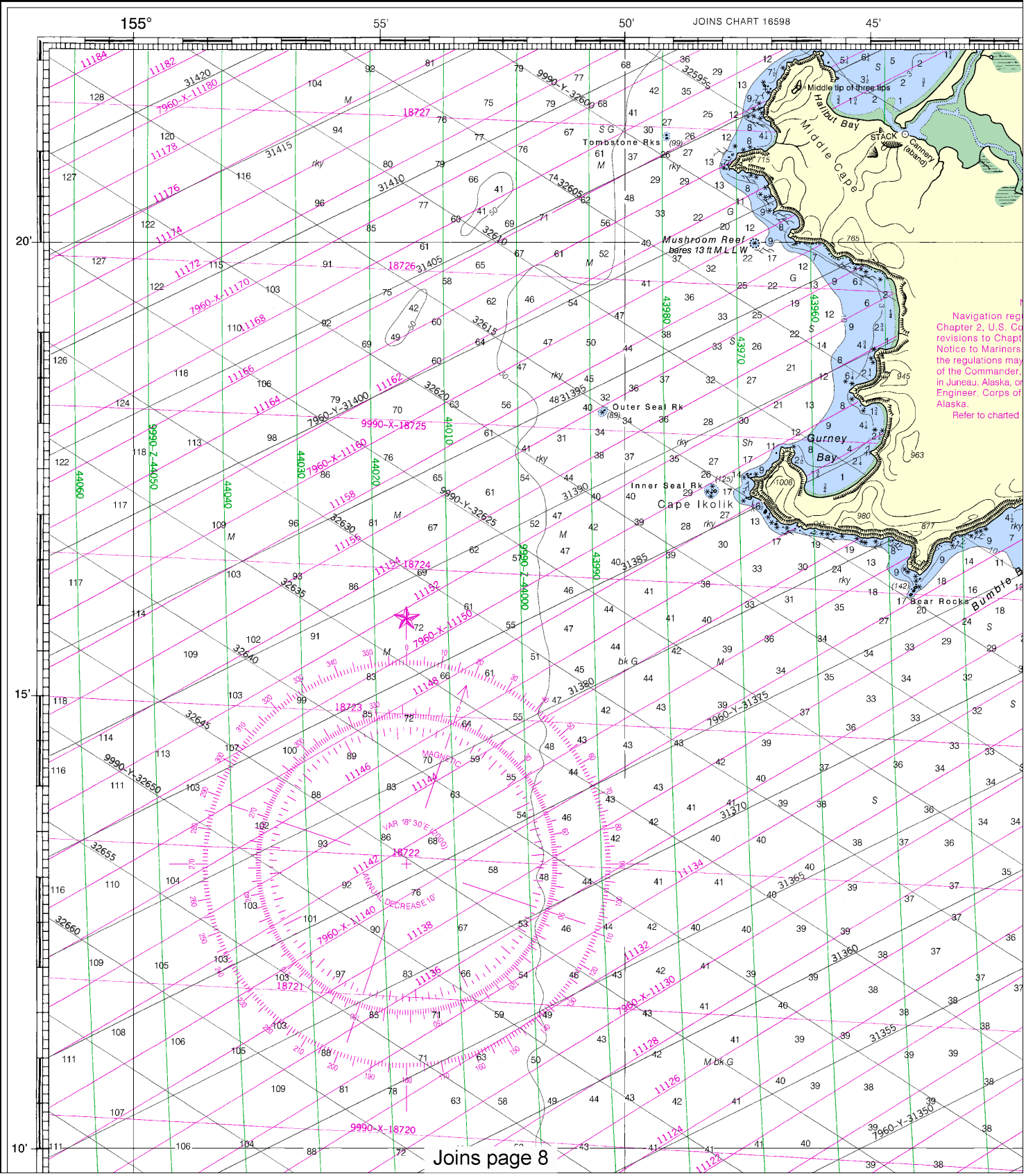
TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(Lat/Long)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Lazy Bay	(56°54'N/154°15'W)	11.7	10.9	1.6	−4.5

(100)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SOUNDINGS IN FATHOMS



4

Note: Chart grid lines are aligned with true north.

Formerly C&GS 8540, 1st Ed., Sept. 1932 KAPP 2564

40' 35' 154°30' 25'

AIDS TO NAVIGATION

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WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

ALASKA - SOUTH COAST

KODIAK ISLAND

CAPE ALITAK TO CAPE I

LORAN LINEAR INTERPOLATOR

MICROSECONDS

NOTE A

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Mercator Projection
Scale 1:80,905 at Lat. 57°05'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

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SOURCE DIAGRAM

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SOURCE

B4 1990-1939 NOS partial bottom coverage

TIDAL INF

Place		Me H
Name	(Lat/Long)	
Lazy Bay	(56°54'N/154°15'W)	

(100)

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C can	M nautical mile
DIA diaphone	m minutes
F fixed	MICRO TR microwave tower
Fl flashing	Mkr marker

Bottom characteristics:

Blds boulders	Co coral	gy gray
bk broken	G gravel	h hard
Cy clay	Grs grass	M mud

Miscellaneous:

AUTH authorized	Obstn obstruction
ED existence doubtful	PA position approximate

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Hydrography and topography by the N Survey, with additional data from the

CAUTION

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SUPPLEMENTAL INFO

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Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:107873. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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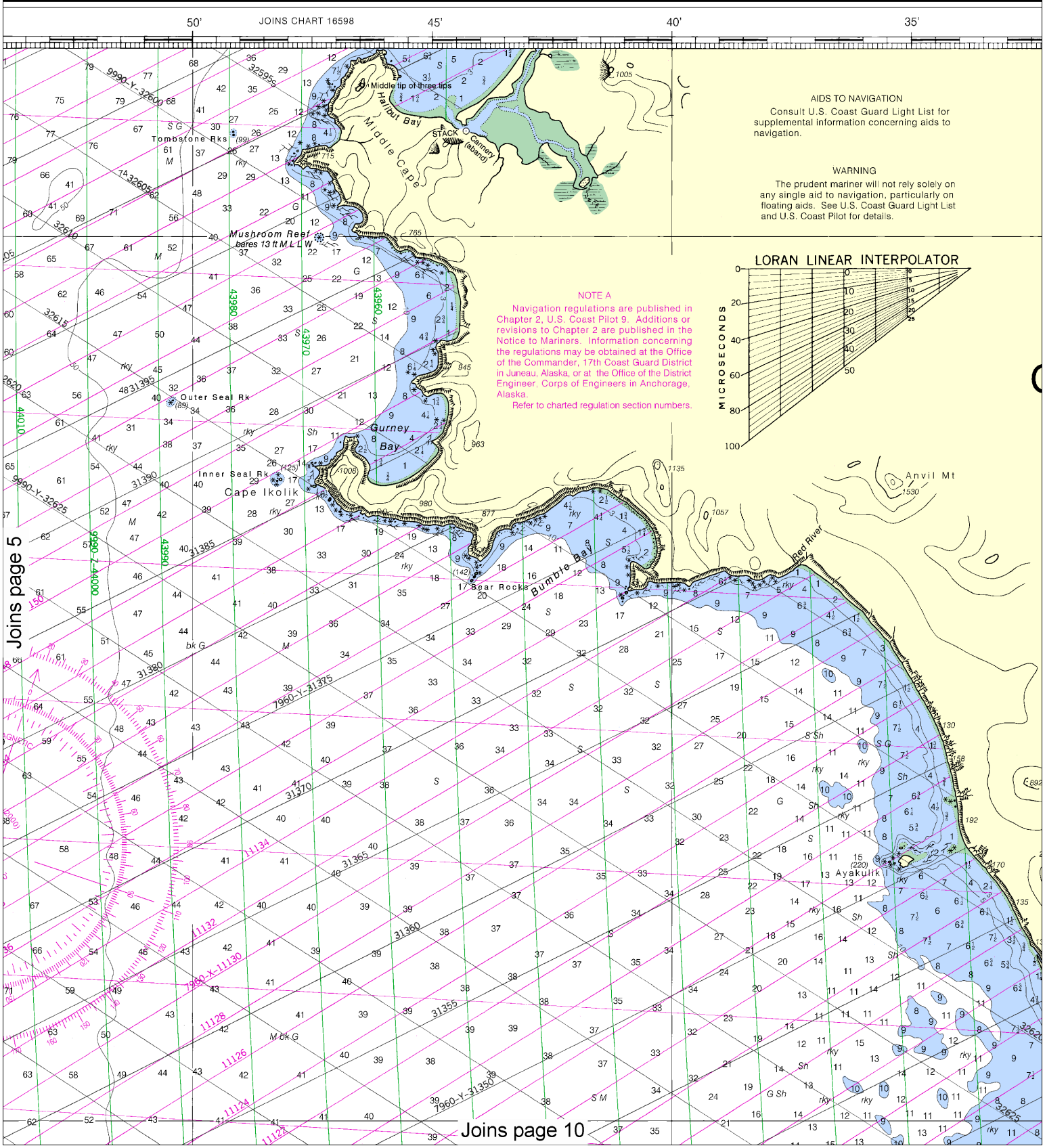

6

Note: Chart grid lines are aligned with true north.

154°30' 25' 20' 15'

UNITED STATES

ALASKA - SOUTH COAST

KODIAK ISLAND

CAPE ALITAK TO CAPE IKOLIK

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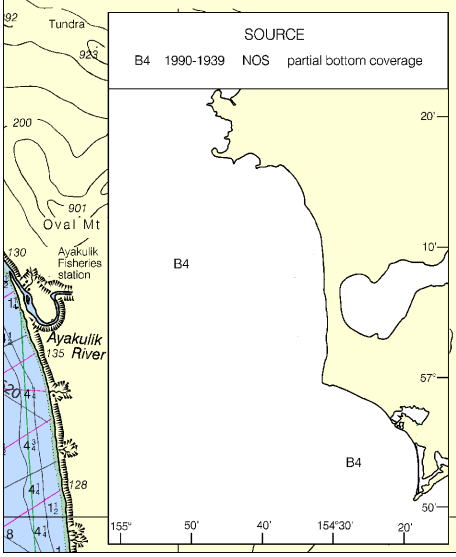

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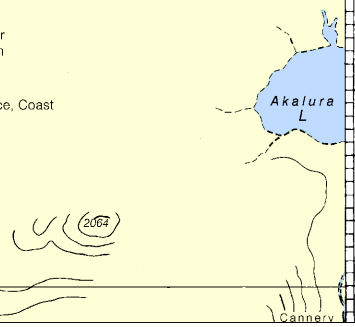
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.



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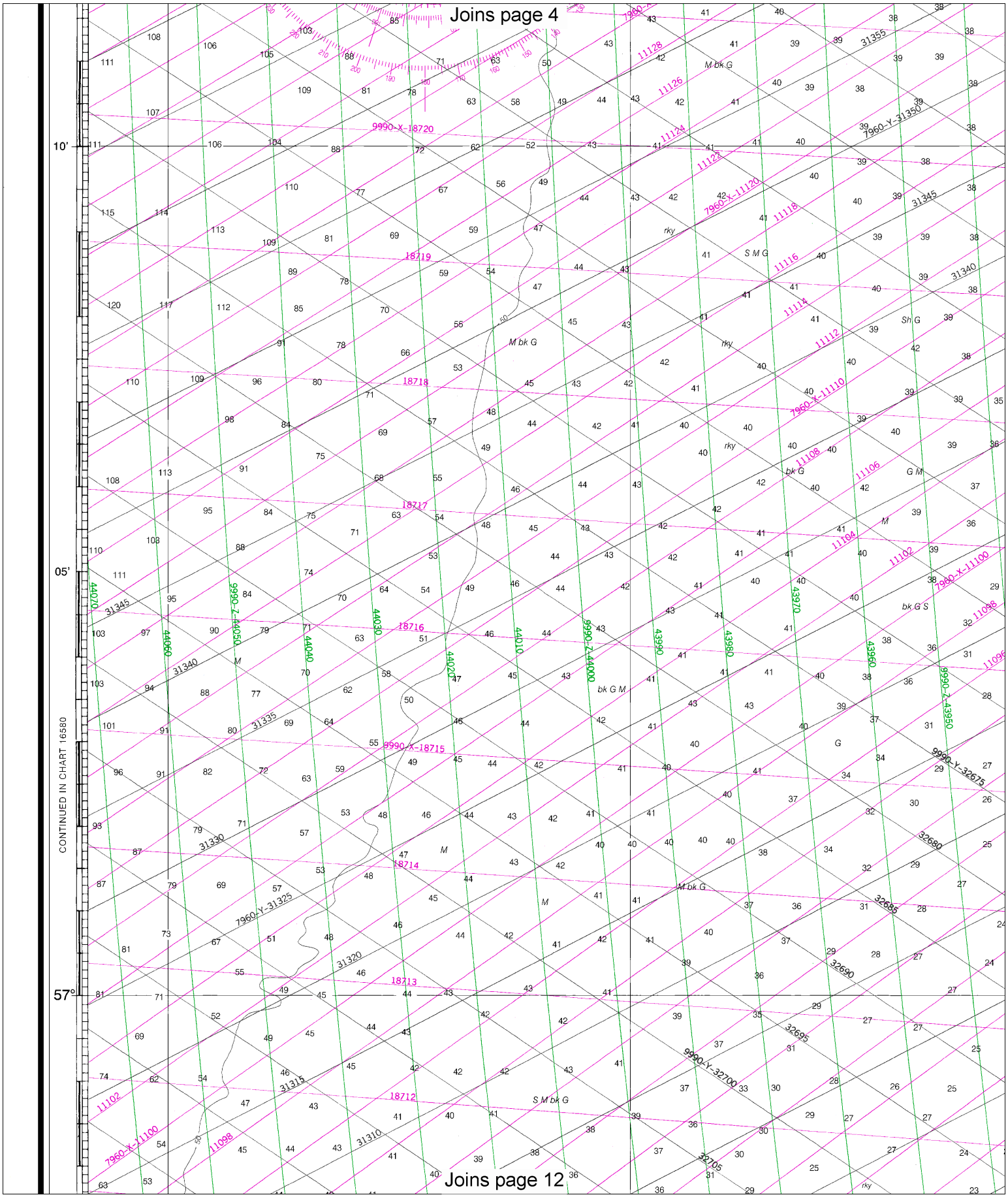

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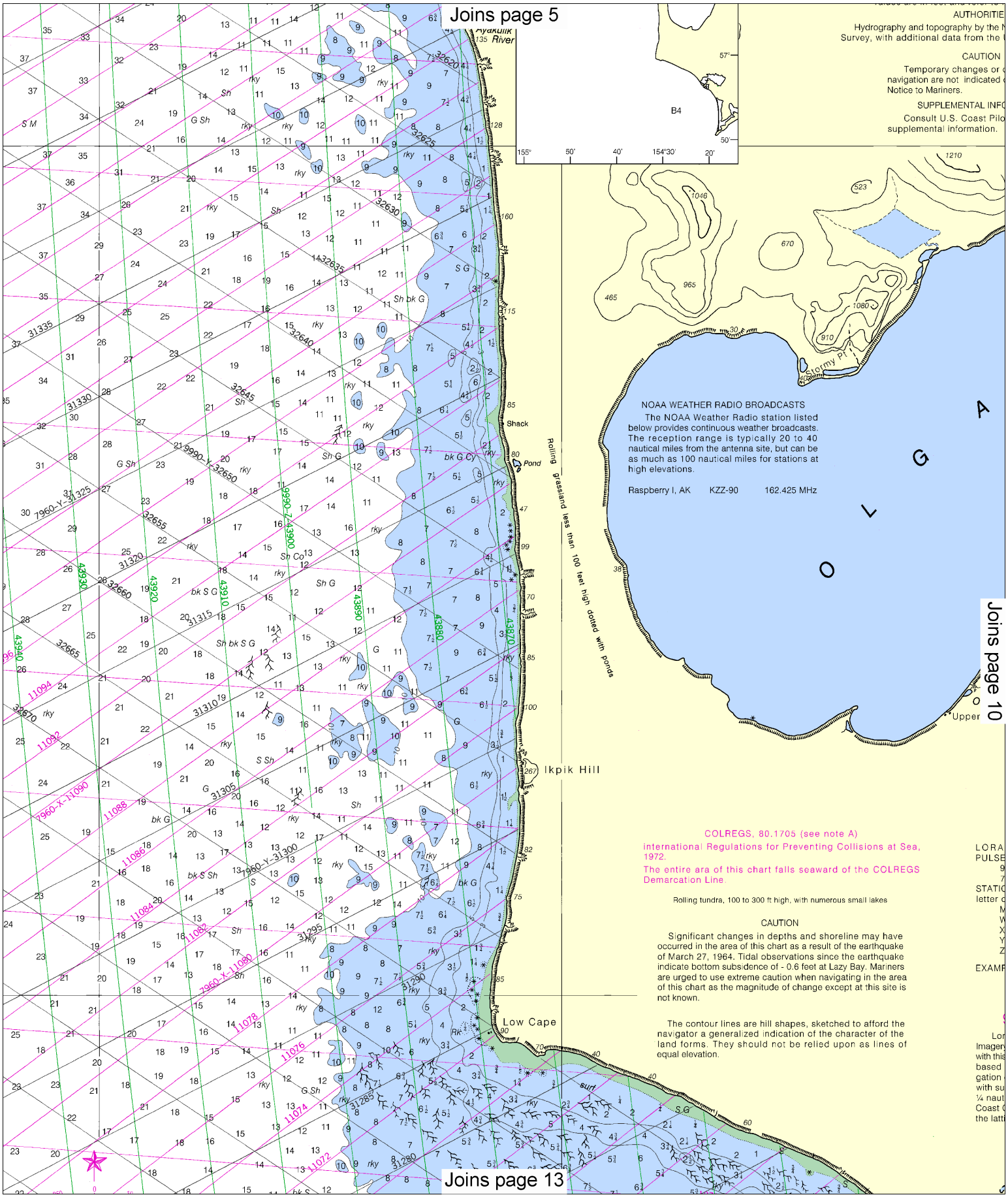
Joins page 5
Ayakulik River
B4
AUTHORITIE
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SUPPLEMENTAL INFO
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Raspberry I, AK KZZ-90 162.425 MHz
Stormy Pt
Shack
Pond
Rolling grassland less than 100 feet high dotted with ponds
Ikpik Hill
Low Cape
Upper
Joins page 10
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The entire area of this chart falls seaward of the COLREGS Demarcation Line.
Rolling tundra, 100 to 300 ft high, with numerous small lakes
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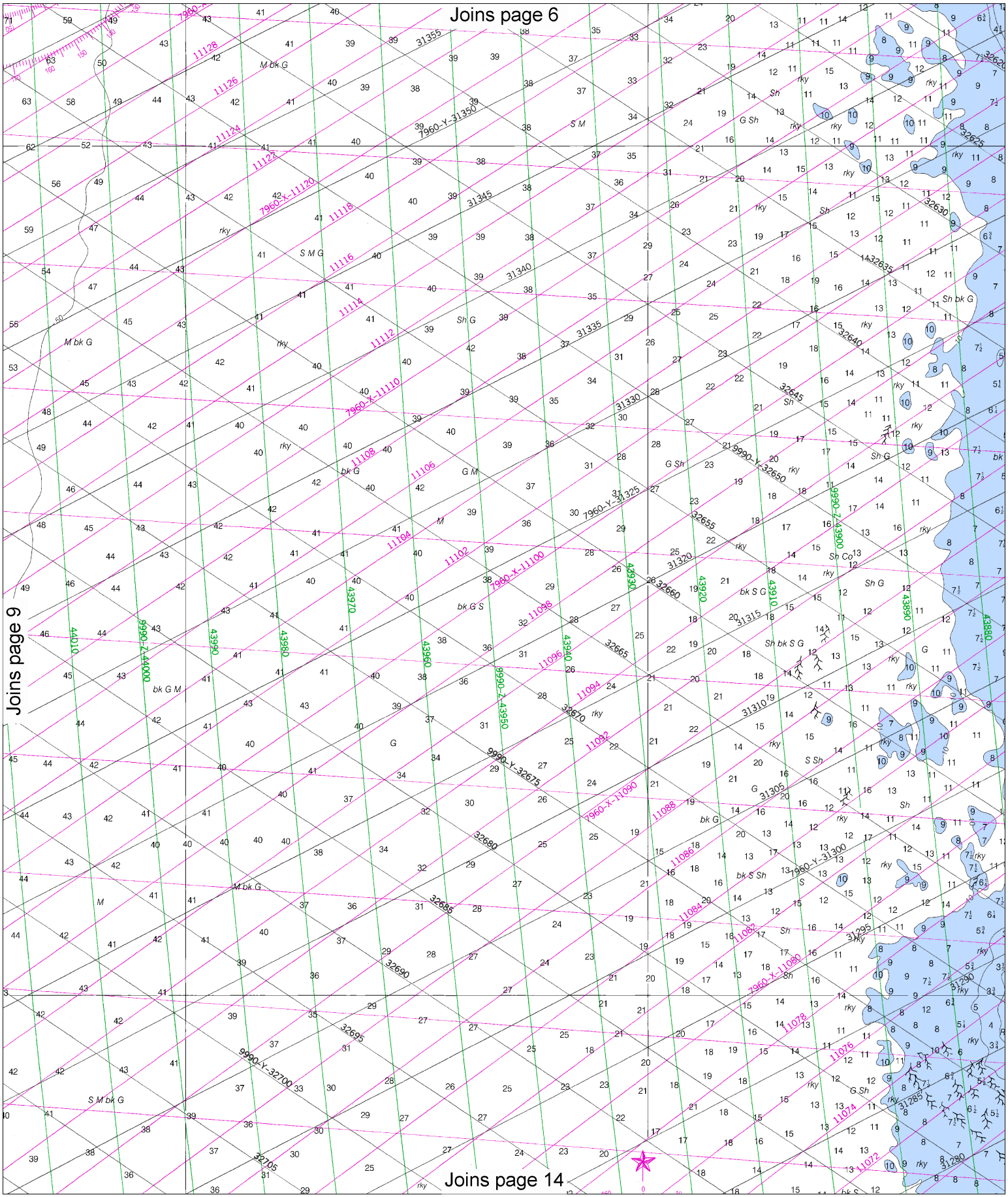
Joins page 13



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Joins page 7

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SUPPLEMENTAL INFORMATION

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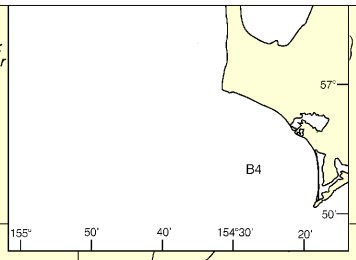

Ayakulik River

Akalura L

Cannery RS

OLGA BAY

Stormy Pt

Stintz Bluffs

Olga Cr
Upper station

Shack

Pond

Rolling grassland less than 100 feet high dotted with ponds

Ikpik Hill

Low Cape

surf

10'

05'

57°

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LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz

PULSE REPETITION INTERVAL

9990.....99,900 Microseconds

7960.....79,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master

W ..... Secondary

X ..... Secondary

Y ..... Secondary

Z ..... Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

7960-X 7960-Y

9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

FATHOMS	FEET	METERS
1	6	2
		3
2	12	4
		5
3	18	6
		7
4	24	8
		9
5	30	10
		11
6	36	12
		13
7	42	14
		15
8	48	16
		17
9	54	18
		19
10	60	20
		21
11	66	22
		23
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		25
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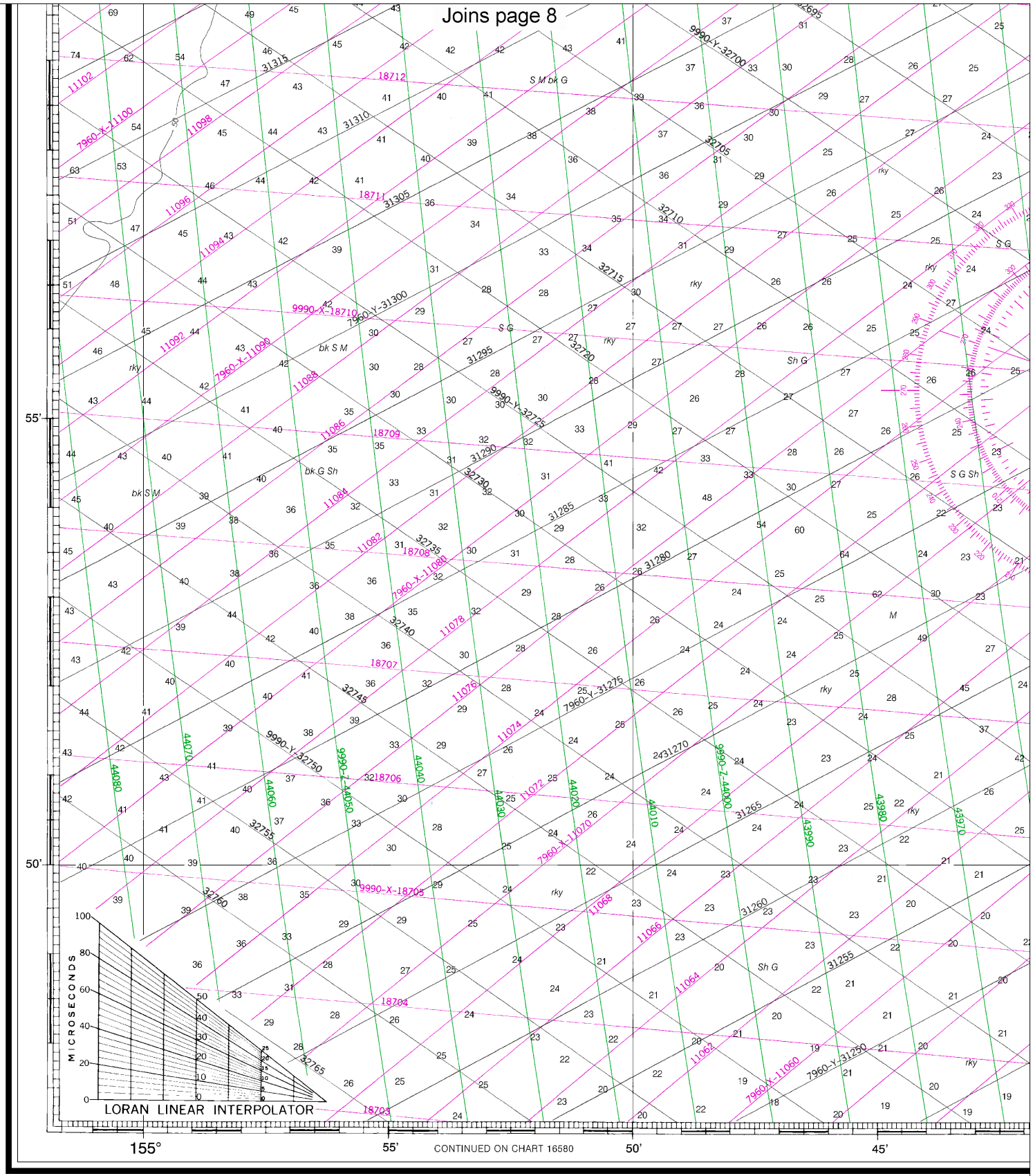
		27
14	84	28
		29
15	90	30
16	96	

Joins page 15



10th Ed., Jan, 22/ 00 ■

16601

LORAN-C OVERPRINTED

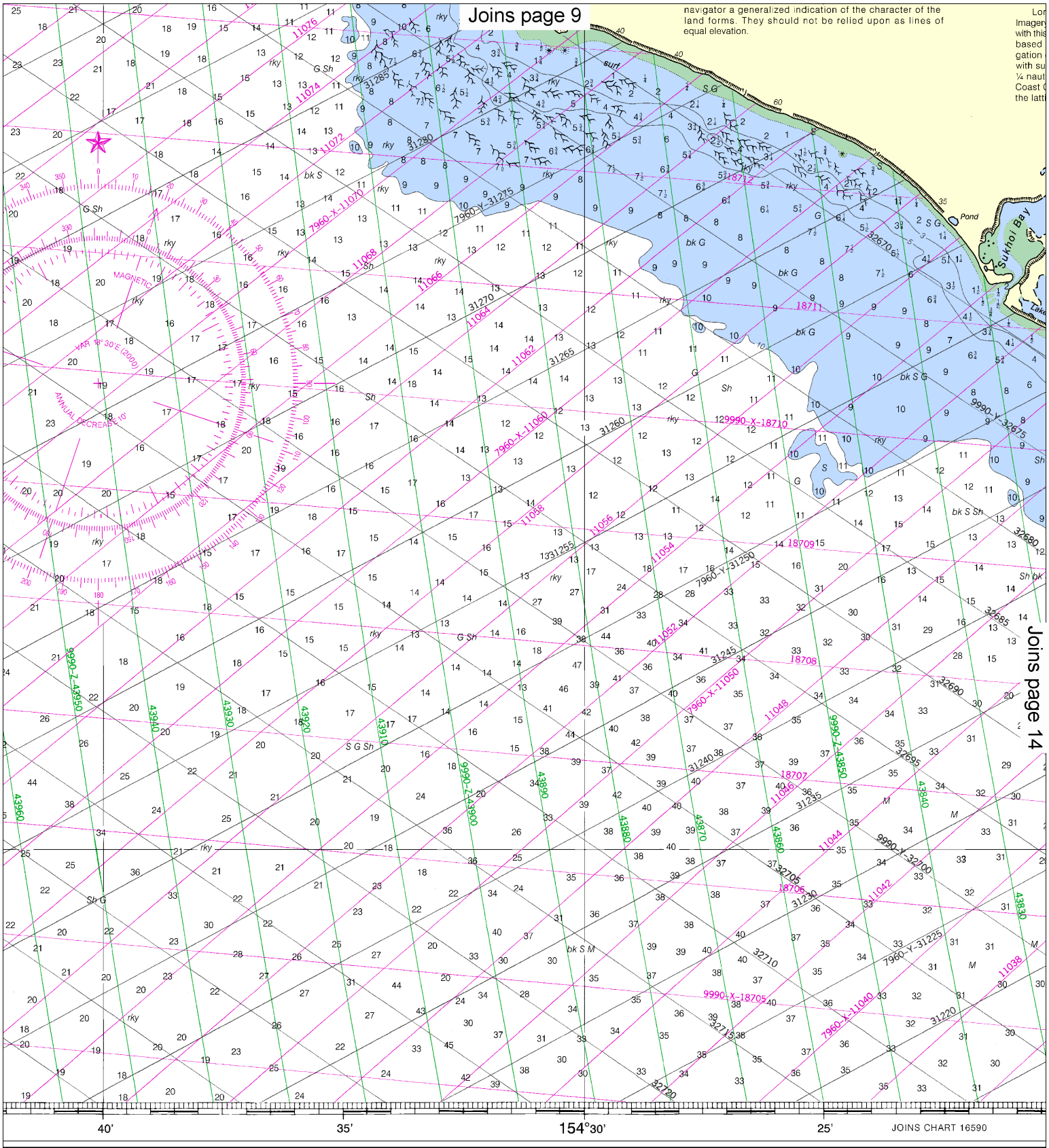
CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

U.
NATIONAL O

12

Note: Chart grid lines are aligned with true north.

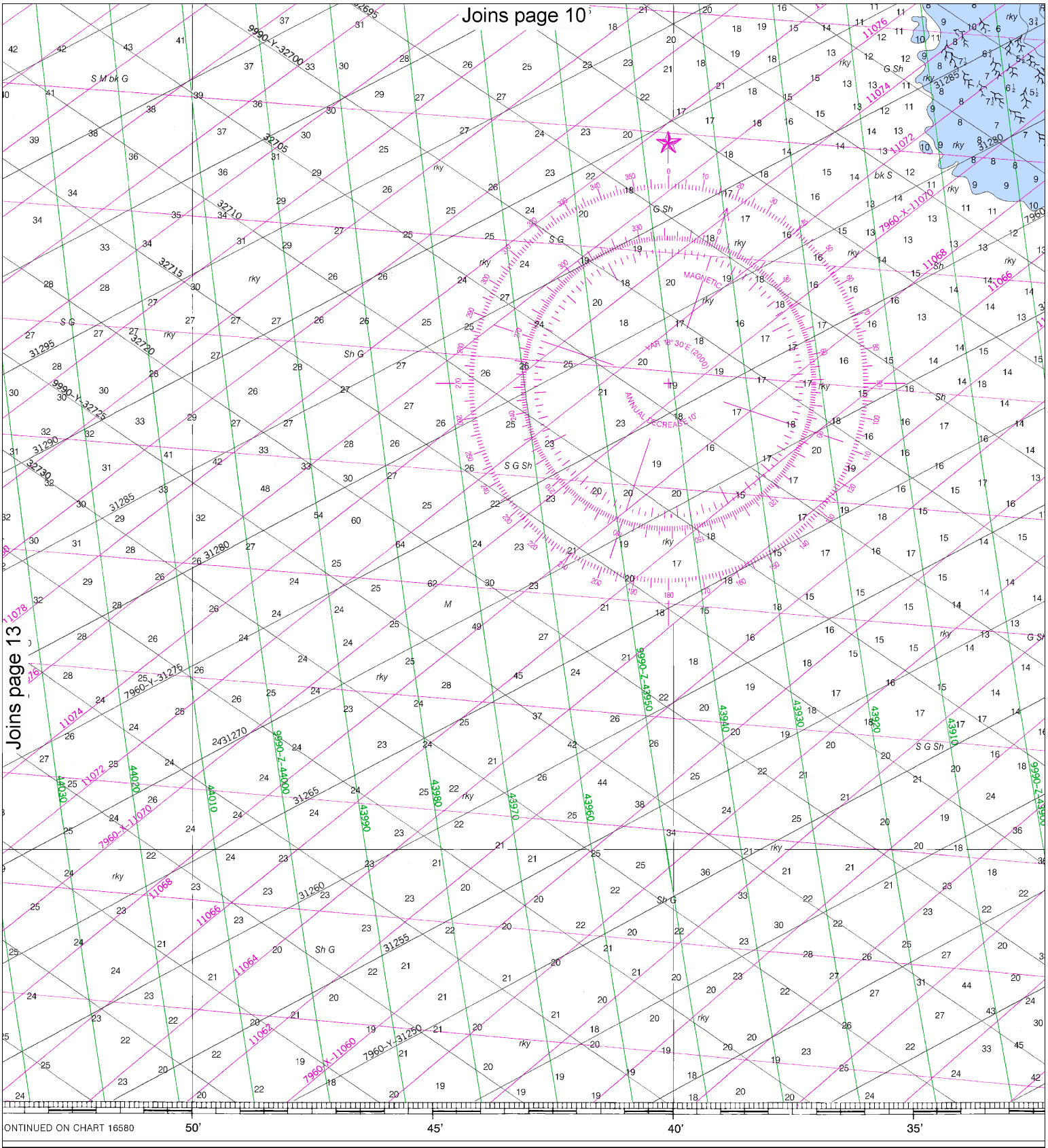


Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS

Cape Alitak to Cape I

SOUNDINGS IN FATHOMS - SCALE 1:80,9



CAUTION

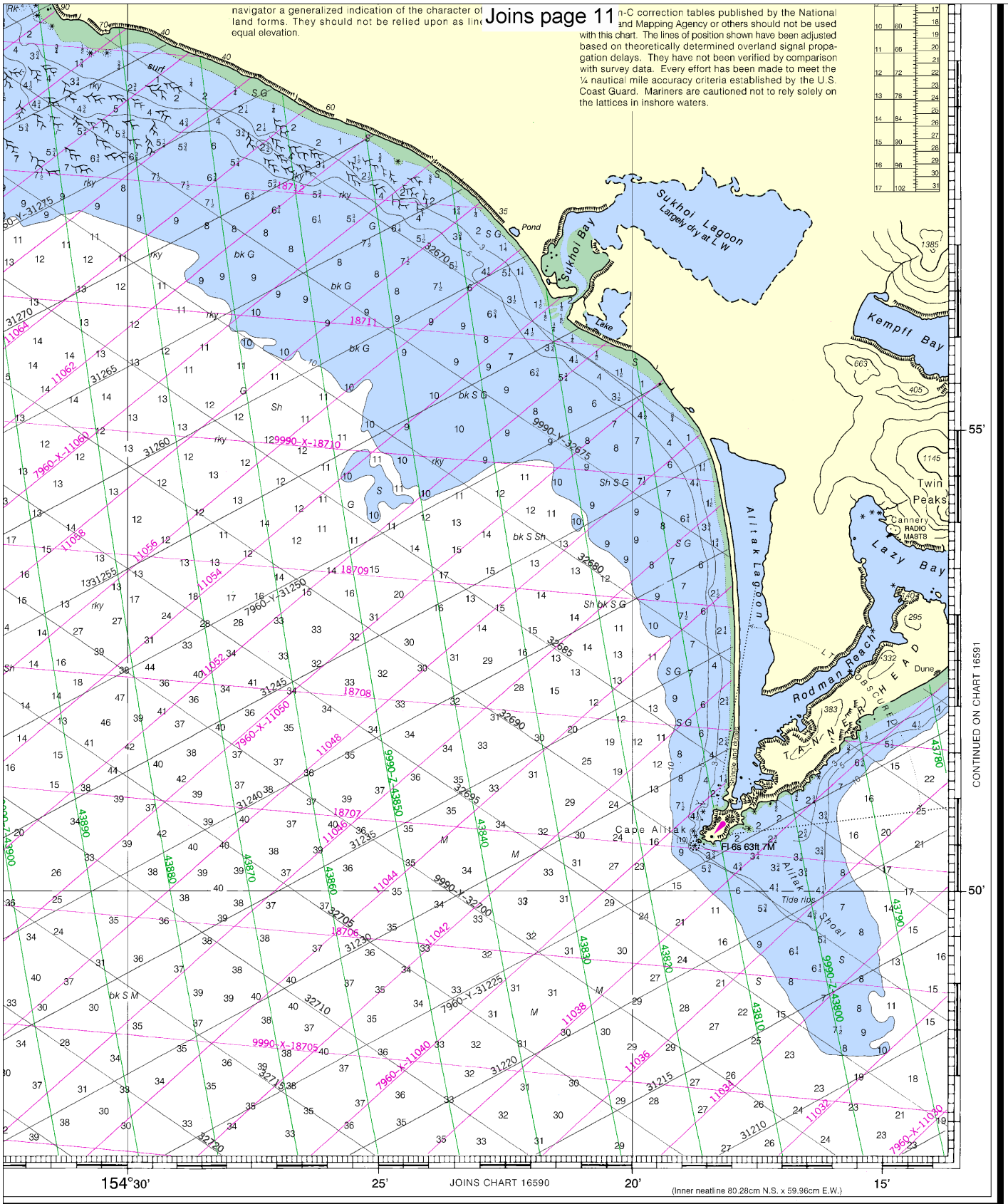
cted from the Notice to Mariners published weekly
Mapping Agency and the Local Notice to Mariners
U.S. Coast Guard district to the date shown in the

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDI

14

Note: Chart grid lines are aligned with true north.



NGS IN FATHOMS

Cape Alitak to Cape Ikolik

SOUNDINGS IN FATHOMS - SCALE 1:80,905

16601

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ED NO. 10
NSN 7642014011286
NIMA REFERENCE NO. 16BCO16601

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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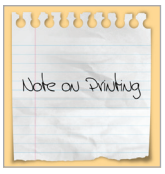

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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